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COUNTRY Bulgaria

REPORT

SUBJECT

1. Bulgarian Navy at Burgas and Sozopol
2. Coastal Defenses - Burgas Area
3. Bulgarian Merchant Marine
4. DOSO Naval Training
5. CIVILIAN PORT DATA
6. NAVAL MAGAZINES.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

a variety of information about the Bulgarian Navy and Merchant Marine and about port facilities at Burgas and Sozopol.

2. Included are descriptions of Naval craft based in Burgas, Naval recruitment, training, morale and administration, Coast Defense measures and facilities, Naval Base and commercial harbor installations at Burgas and Sozopol, commercial craft based in Burgas, the Burgas shipyard, ships of the Bulgarian Merchant Marine, and the naval training conducted by the paramilitary organization, DOSO.

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**INFORMATION REPORT INFORMATION REPORT**

**COUNTRY:** Bulgaria

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**SUBJECT:** As indicated in Table of Contents

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**DRAWINGS #1-7 Attached herewith.**

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## I. General Information Re: War Navy.

## 1. Command, Staff and Other Naval Agencies.

a. Navy High Command in Varna - The Bulgarian Navy Command is located in Varna being titled as "ADMIRALTEISTVO NA BOENI MORSKI SILI" (i.e., ADMIRALTY OF WAR NAVY FORCES). All navy agencies, units, etc., answer to the foregoing admiralty.

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b. Navy Staff - Command In <sup>Bulgaria</sup> ~~Pyrgos~~. Staff headquarters are located in <sup>Bulgaria</sup> ~~Pyrgos~~, known as "STAMB NA BOENIA FLOT" (i.e., WAR NAVY STAFF). All navy agencies in <sup>Bulgaria</sup> ~~Pyrgos~~ come under its command quartered in a two-story grey colored building that is located in the northwest corner of the city harbor at Chernomorska Street next to the former Austrian Consulate Building and opposite the stadium "SPORTNA PLOSTATKA VASIL LEVSKI", formerly the site of Regular Army Unit Barracks, which have since been razed. The War Navy Staff moved in the foregoing building in 1954 immediately following its evacuation by another staff of a Major Regular Army Unit previously quartered in the same building. Miscellaneous offices staffed by an unknown number of War Navy officers are quartered in the foregoing building. Moreover other officers serving with the navy forces (Naval Station) and other naval agencies in <sup>Bulgaria</sup> ~~Pyrgos~~ go in and out of the building daily. KOULITSAKOV (OA) (PA) was the Commanding officer of the foregoing staff headquarters until early 1956 when he was transferred to Varna. He has since been replaced by another naval officer whose identity and rank are unknown.

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Two sedans (a Russian Moskvic and the other believed to be an old ~~model~~) are disposed for officer's use. Sailor sentry is always on guard before the building entrance, entry being forbidden to civilian pedestrians.

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c. Navy Forces Garrison in <sup>Bulgaria</sup> ~~Pyrgos~~ - <sup>Bulgaria</sup> ~~Pyrgos~~ is the seat of a Navy Garrison quartered in the first floor of a five or six-story building topped by a miniature tower. The building is located at the south edge of the town by the harbor adjacent to ~~Pourvi~~ Mai Street and the Junior Commercial School across the park. Occupying the same floor of the foregoing building are also the city offices of the Merchant Marine located next to the naval garrison offices. The other quarters of the building are occupied by "DIRECTA ZARNENI CHERANI", a State grain agency. A dining room is located in the Garrison quarters.

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Probably, the Navy Forces Supply city agency is quartered in the same floor with the Garrison, considering that a large one-story building, used as a naval supplies warehouse, is located across the Garrison building. The Garrison and warehouse are jointly guarded by a sailor sentry.

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## 2. Foreign Naval Missions

a. Russian Naval Liaison Officers with Navy Units in <sup>Bulgaria</sup> ~~Pyrgos~~. Russian Navy Liaison Officers (called as SAVENITSI - i.e., liaison) are appointed

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to the Navy Forces in ~~Pyrgos~~. [redacted]

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## II. Navy Forces

1. Naval Units in ~~Pyrgos~~ <sup>Bulgaria</sup> - [redacted] the following Bulgarian navy vessels were anchored in the Naval Base at ~~Pyrgos~~ <sup>Bulgaria</sup> serving under its command. Prior to the Hungary incidents, the navy forces were 50% less than what they are now.

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(1) Three Torpedo Boats - Two of them are of [redacted] make, the third, is a Russian model of similar design differing only at the stern. All three, are old vessels, iron built, diesel motivated, approximately 25-30 meters long [redacted]. Each is manned by a crew of eight to ten, equipped with two torpedo tubes, (one on either side at the bow). Separately operated, each is protected by shield (the same as field artillery). No other armament was observed. They are also serviced with wireless apparatus (receiver-transmitter), to meet needs in teletype communications. They are grey colored [redacted]

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[redacted] Usually they are anchored at the Naval Base in ~~Pyrgos~~ but off and on rare occasions they leave their anchorage point. Frequently, they are dry docked for repairs, and maintenance at the base's workshop. They are named as: "TORPENDNI KATERI LISEN".

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(2) 15-20 Anti-submarine Launches (Protivopond Botni Kateri - M.C.K.) The foregoing launches of Russian make were delivered to the Bulgarian Navy following the change of the regime. [redacted] Iron built, they are motivated by oil diesel engine of Russian make, - 3.D.6-1550- [redacted] Approximately 15 meters long, cruising speed: 18-20 mph, manned by crew of five or six. Armament: one anti-aircraft machine gun mounted on deck (bridge) and depth bombs. Also equipped with wireless set (receiver-transmitter) grey colored. [redacted]

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[redacted] The foregoing launches are customarily anchored at the Naval Base. [redacted]

(3) Mine Layers - MINONSETS - MO - The foregoing mine layers, of antiquated [redacted] make were delivered to the Bulgarian Navy prior to the change of the regime. Iron built, motivated by steam turbine engine they are approximately 40-50 meters long [redacted] Cruising speed: 10-12 mph (approximate), crew: 30-40, Armament: Two twin artillery guns (of medium caliber) with iron tower at the bow and stern. One anti-aircraft machine gun mounted on the bridge, is always shrouded by water proof cover stamped with sea marks. [redacted]

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[redacted] They are also equipped with wireless set (receiver). Grey colored [redacted] they are known as: MINONSETS - MO. The last two initials are Russian, interpreted as "MALAY HODNICK, i.e., coastal vessel for short distances. The foregoing mine layers leave frequently their base for approximately a week. [redacted]

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(4) 4-5 Mine Sweepers - MINOTSISTATS TRALTSIK. Antiquated, probably of [ ] make, delivered to the Bulgarian Navy prior to the change of the regime. Iron built, probably steam motivated, they are approximately 40 meters long [ ] Cruising speed: 10-12 mph, Crew: 20-25, Armament: Twin (small caliber) artillery guns at the bow with iron tower, One A/A machine gun on the bridge which is always shrouded with waterproof canvas. Astern, there is a special net apparatus equipped with blades for the cutting of mine nets and sweeping of the mines. Grey colored [ ] They are also equipped with wireless set (transmitter-receiver). The foregoing mine sweepers, known as MINOTSISTATS-TRALTSIK are customarily anchored at the Naval Base. Infrequently, off and on they leave the base for short trips.

(5) Six LTS ("DESANDNI KORAMEI-BORGIA") - Their origin is unknown [ ] Originally, there were three, first seen [ ] in 1950. [ ] Antiquated, iron built, diesel motivated (two engines with propellers) they are approximately 40-50 meters long and 8-10 meters in breadth [ ] Cruising speed: 8-10 mph (approximate). Equipped with catapult apparatus the the bow. They are deck covered and have a wireless set (transmitter-receiver). Grey colored [ ] Known as "DESANDNI KORAMEI-BORGIA", they are usually anchored at the Naval Base which they leave infrequently. [ ]

(6) Tug Boat (VLEKATS-BURGHIAZ). This is antiquated, probably of Bulgarian make. Iron, steam motivated, approximately 8-10 meters long, it has a low cruising speed (6-7 miles per hour). Crew: 5-6. Known as "VLEKATS-BURGHIAZ", it services the requirements of the Naval Base.

(7) Three Auxiliary Vessels (STOURMANSKI-KORAMEI). Of Bulgarian make, the foregoing were built in 1948-49 at ~~the~~ Naval Base's shipyard workshops (for minor vessels). In design and construction, they differ from each other. Wooden, diesel motivated (one engine with propeller), 10-15 meters long, speed, 8-10 mph; they have no armament. Manned by crew of 5-6, their mission is to furnish data to War vessels as to itinerary, weather forecast, etc. For this, they are equipped with wireless set (transmitter-receiver). Grey colored [ ] known as "STOURMANSKI KORAMEI". They are anchored at ~~the~~ Naval Base which they leave to escort war vessels whenever they sail for maneuvers, etc. Relative is #6 Drawing.

(8) Fire Extinguishing Launch (POZIAREN KATER) - [ ]

(9) Patrol Launch (PLAZKATCH) - Of Soviet construction, it was delivered by the Soviet Union following the change of the regime. Aluminum built, motivated by benzine engine (MOLOTOV MODEL), 4-5 meters long. It cruises 30 mph (approximate). Manned by a non-com, it is equipped with a mobile machine gun at the bow. Of white color [ ] Mission: to patrol coastal areas. Usually, it lies where the passenger ships in ~~the~~ Harbor anchor.

2. Prospective delivery of new type torpedo boat (TORPEDNI KATERI O.S.A.) to the Bulgarian Navy.

In May 1957, new type torpedo boat known as TORPEDNI KATERI O.S.A. - was to be delivered to the Bulgarian Navy by the Soviet Union. Torpedo boats in question will be of aluminum, equipped with two torpedo tubes with a cruising speed of 50 mph. Furthermore, they are portable; borne by other vessels they can - in time of need - be launched into the sea for action. Also, there are two more torpedo boats [redacted] in Varna. But due to bad use, they are not in good condition. The engines having been replaced [redacted]

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### III. Training

1. Training of Recruits - Recruitment Centers.

- a. Training Center for Recruit Sailors at Sozopol - [redacted]

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a recruitment center for sailors is functioning there. Quartered in a large three-story structure (formerly Fisherman's School), the recruitment center is located at the N.W. city coast by the city harbor (Merchant Navy). Following their induction, the recruit-sailors are subject there to a basic three-month training. This is concluded from the date of induction and subsequent transfer of recruits - at the finish of their training - to various navy vessels, agencies, etc.

Navy draftees from <sup>Page 4</sup> ~~Pages~~ PREFECTURE who had been inducted at the foregoing center in the fall 1956 were assigned - following completion of their basic training - to different war navy vessels and agencies in <sup>Page 5</sup> ~~Pages~~ Varna, <sup>Page 6</sup> ~~Pages~~ B 421030-A 27 51/Rosen/B 42 23-A 27 34/ (Munition warehouses adjacent to the shore) Sozopol etc. Vessels, used by the recruitment center during the training period belong to the Naval Base in <sup>Page 7</sup> ~~Pages~~ Varna. This is because the Recruitment Center has no vessels of its own. Furthermore, SFETIT ISLAND (uninhabited) lying approximately one mile to the north of the city is used by the Recruiting Center as drilling grounds for the recruits.

It functions once a year, in the fall, from either September or October until December, following the induction of the recruit sailors.

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2. Training Courses - Special School in Varna for Navy Petty Officers.

Special School for Navy Petty Officers operates in Varna. Selectee sailors, following completion of their basic training at the Recruitment Center, enroll there to be trained as ship engineers, wireless operators, semaphores, riggers, gunners, torpedo men etc. Length of training at the foregoing school exceeds six months at the close of which they graduate as petty officers (i.e., quarter-master, 2nd class petty officer) and then are assigned to miscellaneous navy ships and agencies. [redacted]

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### 3. Officer's School

a. Naval Academy (for midshipmen) in Varna. Naval Academy is located in Varna. Though known as "BOENO MORSKO OUTSILISTE" it is named as NICHOLA DIONKOV VAPTSAROV, dedicated in honor Nichola YIONKOV VAPTSAROV Bulgarian Communist Poet who prior to the change of the regime had attended as midshipman the foregoing school. Lying by the MORSKO GRANDINA CITY SEA PARK it is adjacent to the historical museum where DRISKI TORPEDO Boat is on display which had in the past torpedoed in the Black Sea the Turkish Cruiser (KRAITSER) HAMINDIE.

Young high school graduates enroll at the foregoing academy. To qualify however, they must be either hard-core ~~D.S.N.M.~~ members or children of partisans or of prominent members of the Bulgarian Communist Party.

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b. Disbandment of Maximov Navy School for Boys in Varna - Russian model Navy School for Boys known as Maximov which had operated in 1955 has since closed down. As rumored, it folded up following the Geneva Conference whereby the Bulgarian Government and the other Bulgarian Popular Democracies had resolved to cut down on some of their armed forces including close of certain military schools. The Military School ~~SPUDOROV~~ for boys in Sofia was also disbanded at the time.

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### 4. Post Graduate Training of Navy Personnel in other Schools.

a. Post Graduate Training of Bulgarian Navy Officers and Sailors in the Soviet Union.

Annually, Bulgarian Navy Officers and sailors are sent to the Soviet Union for training to further their proficiency and culture. The best to be chosen are those considered loyal to the party. Customarily, they are dispatched to the Soviet Navy Schools in Odessa-Crimea and probably to other cities. Their training lasts one year.

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### 5. Drills and Maneuvers.

a. Maneuvers of Lts (Bargia) serving with the Naval Base in <sup>Burgas</sup> ~~Pages~~. ~~maneuvers~~ are being regularly performed

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since January 1957, in the sea area of Pyrgos by Lts (Bargia) serving with the Naval Base in Pyrgos. This was not customary in the past. Usually, two Lts participate alone in the maneuvers performed in the morning hours returning in the evening approximately 2000 - 2100 hours without the escort of other naval base units.

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#### IV. Recruitment - Conscription

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Drafting is conducted by P.S.S. in the same manner as applied in the other branches of the armed forces, the selectees being called personally by the local Military Registration Offices. Before they report to P.S.S. the draftees are submitted twice or thrice to medical examination by the Hygiene Board. The initial medical check up is performed one or two years prior to induction. Following the termination of the medical examinations, all draftees report to the preliminary induction board of P.S.S. known as DONA-BORNA-COMISIA. There, the draftee is furnished with a special booklet titled as "DONA BORNA KNIZKA" containing personal and recruitment data of draftee indicating thereby whether draftee is suitable or not for military service.

Draftees report to the P.S.S. preliminary induction board seven or eight months prior to their induction. After reporting to the foregoing boards, the draftee must report also to two or three more P.S.S. examination boards prior to their induction. Subsequently, they are personally notified twenty days before their induction. The navy selectees and as well as those of the other branches of the armed forces are not aware - until induction date - of the branch of service they will serve in. Customarily, navy selectees come from coastal areas or cities and villages lying in the vicinity of the Danube River. Moreover, the members of Naval Schools are considered qualified to serve in the navy due to curriculum and drilling they have been subject to. Special naval courses are prepared by the D.O.S.O. Naval Associations for prospective draftees, number of which is predetermined by the Military Registration Offices. Rosters are forwarded by the latter to sundry factories through the Naval Association and schools - particularly the city vocational schools - for the nomination of prospective trainees. The foregoing naval preliminary training is of three months duration. The prospective selectees, thus nominated, undergo the above training one year prior to their induction. Many a time however, one or two junior recruitment classes are included. In summer they go out to sea on trips which collectively are of twenty days duration. Prior to the beginning of their naval preliminary training, the

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trainees are submitted to a medical examination of a certain competent practitioner of the city's athletic organization (FISKOULDOUREN KAMBINET KAM GRATSKA POLIKLINIKA).

Therefore the prospective selectees are cognizant that the preliminary naval training sponsored by the Naval Association of D.O.S.O. will qualify them for the Navy. They are advised of this at the opening day of their training course. Other than being called two or three days sooner, process of induction of navy draftees is the same as in the other branches of the service. The navy draftees report as instructed in the personal induction notes, i.e., to schools, clubs, etc., wherefrom they are received by Navy officers to be dispatched to recruitment camps. The personal induction notes indicate name and number in code (COMANDA NO. ), which are determined by the Military Registration Offices. The code is unknown to them (affecting the Navy) and is altered annually. Induction in the Navy is in fall (usually early or mid-fall).

2. Recruitment Classes and Length at Service in the Navy - Recruitment Classes Currently Serving in the Navy. Currently serving in the Navy are the Recruitment Classes of 1935, 1936, 1937 and part of 1938 (High School graduates).

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b. Induction in the Navy of 1937 - 1938 Recruitment Classes. In the fall 1956 (early October), selectees of 1937 and part (only high school graduates) of 1938, Recruitment Classes were inducted in the Navy. The 1937 Recruitment Class was the basis of induction.

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c. Discharge of 1934 - 1935 Recruitment Classes. In the fall 1956 (mid-October) 1934 and 1935 Recruitment Classes were discharged. Contrary to the 1935 class (which only a small fraction had been inducted) the 1934 class was the larger of the two discharged. Following their discharge, the sailors were furnished a discharge certificate (OUNTOSTOVERENVE) the same as in the other branches of service. Subsequently this was duly handed in within a specified period of time to the Military Registration Offices to be exchanged with a Personal Military Booklet (BOENA OSTEDNA KNIZKA).

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d. Length of Service in the Navy. - Length of Service in the Navy is still 36 months. Previously, it had been 48 months but was reduced in 1955 to 36 months following the Geneva Conference.

#### V. Morale - Qualifications.

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The morale of sailors and officers alike is good. This is because the service in the Navy for sailors is pleasant enjoying relative freedom different from that in other branches of the armed forces for they are treated with discretion by the officers. The only drawback is that they have to serve longer than in the other branches of service. This however

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passes by unnoticed owing to the miscellaneous duties (sea trips, maneuvers, etc.). As to the officers, they are held in higher esteem enjoying freedom to a great extent. Furthermore, their tour of duty is pleasant.

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Though there is relative freedom among the Navy ranks, discipline is more rigid when compared with that in other branches of service. This is because: owing to its mission, the Navy is unduly particular in enforcing all military (Naval) regulations. Sailors, petty officers and commissioned officers must all be in speckless attire during duty and off duty hours conducting themselves in befitting manner etc. No leniency is exercised by the officers in cases involving breach of discipline, being accordingly punished by the imposition of jail sentence, privation of shore leave etc.

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3. Professional Proficiency - The professional proficiency of rank and file in the Navy can be considered as satisfactory due to the following:

Training of sailors is conducted systematically. Moreover, most of them have gone through D.O.S.O. - sponsored naval preliminary training prior to their induction. Some of the officers, besides their long term training at the Naval Academy, are dispatched for specialization to the Soviet Union Naval Schools. Likewise, nearly all non-coms are trained in special courses at school in Varna at the close of their basic drilling. Additionally, the non-coms are submitted to D.O.S.O. sponsored naval preliminary training the same as the sailors, most non-coms being graduates of sundry vocational schools in the land.

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4. Communist Influence in the Navy. - B.S.N.M. branches are set up in navy units the same as in the other branches of service. Nearly all sailors and non-coms are members of the foregoing organization; staffed with secretaries, board members, the B.S.N.M. have offices, auditoriums for meetings etc. Also K.K.B. (i.e., Bulgarian Communist Party) subsidiaries operate in navy units, nearly all the officers being registered. This organization too has offices and rooms for meetings, staffed likewise with secretaries, etc., Assigned in each unit, base, agency, school etc., in the Navy is also an officer Political Communist charged with to enlighten, propagate and check on the personnel from a political-communist standpoint.

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## VI. Administrative

### 1. Uniforms - Insignia - Ranks .

a. Navy Officers Uniform - The winter and summer Navy Officers uniform are in design alike, differing only in color, winter uniform: woolen, dark blue; summer uniform: cotton, white.

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## b. Designation of Specialties in Navy

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Motorist = Motorman (Manipulating machines)  
 Randist = Wireless Operator  
 Roulevi = Pilot  
 Stourman = Meteorologist  
 Torpentist = Torpedo man  
 Signaltsik = Semaphore

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## VII. Coastal Defense

## 1. Surveillance Vessels

a. Coastal patrol boats in <sup>Burgas</sup>Pyrgos Area. Mine layers (MAO TYPE) of the City Naval Base - as outlined above - are utilized as coastal patrol boats in <sup>Burgas</sup>Pyrgos area. Frequently, the foregoing vessels are absent from the base from one to seven days patrolling the sea and coastal area of <sup>Burgas</sup>Pyrgos.

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## 2. Coastal Artillery

a. Coastal Artillery in Pomorie Area <sup>Burgas</sup>/N 42 35 - E 27 39' /. Major caliber, coastal artillery gun emplacements are located between Pomorie and <sup>Burgas</sup>Pyrgos. the guns lying nearer to Pomorie.

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b. Shift of Coastal Artillery Battery from <sup>Burgas</sup>Pyrgos. - Coastal Artillery Battery located in the barracks by the seashore park MORSKA GRANTINA in the eastern sector of <sup>Burgas</sup>Pyrgos was shifted in 1955 to new position unknown

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3. Shore Mounted Torpedo Tubes - Torpedo tubes are installed in the harbor entrance of <sup>Burgas</sup>Pyrgos at the terminus of one of the two breakwaters by the light houses. Precise position unknown

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## 4. Searchlights

a. Searchlights in the Naval Base in <sup>Burgas</sup>Pyrgos at the barracks by the seashore park (MORSKA GRADNA, in Pomorie /N 42 33' - E 27 39' / and Rosen /N 42 23 - E 27 34' 38" / in <sup>Burgas</sup>Pyrgos Area. Searchlights are located, one at each of the following locations: At the Naval Base in <sup>Burgas</sup>Pyrgos, in the barracks by the seashore park "MORSKA GRANDINA" in the eastern sector of <sup>Burgas</sup>Pyrgos, and in Rosen. There are also two searchlights in Pomorie.

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the searchlights in Pomorie and Rosen (where the artillery warehouses are located) projected their beams - during the evening hours - in the air and sea adjacent to

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<sup>Bureau</sup> Pyrgos whereas the searchlights at the Naval Base and barracks by the sea shore park scrutinized the air alone. [redacted]

## 5. Coastal Surveillance Station

a. Coastal Surveillance Station by the <sup>Bureau</sup> Pyrgos Harbor Entrance - By the harbor entrance near the terminus of the western breakwater there is a Coastal Station quartered in a two-story brick structure building on the breakwater. It answers to the Naval Base in <sup>Bureau</sup> Pyrgos, (communicating with the base). An anti-aircraft machine gun is mounted on the terrace of the foregoing building. Operating around the clock, it is manned by crew of sailors, number of which is unknown [redacted] Its mission is to observe all incoming and outgoing vessels visiting the harbor, checking in general the adjacent sea area and shipping traffic. Relatively the foregoing are reported to the base. [redacted]

## 6. Coastal Alarm System

a. Alarm Siren at the Naval Base in <sup>Bureau</sup> Pyrgos. - The Naval Base in <sup>Bureau</sup> Pyrgos is equipped with electric siren for emergencies, alarm drills, etc. [redacted]

## 7. Off Limit - Patrolled Zones

a. Off Limit - Patrolled Zones in <sup>Bureau</sup> Pyrgos. Off Limit - Patrolled Zone in <sup>Bureau</sup> Pyrgos Harbor. - <sup>Bureau</sup> Pyrgos Harbor is considered an off limit - patrolled zone. Particularly, it is strictly forbidden to trespass or approach the area where the Naval Base, anchorage site of foreign merchant vessels and the western breakwater are located. The Harbor is garrisoned by enlisted men of the Army Border Patrol and Militia (patrols and sentry points) while the Naval Base and western breakwater by sailors (patrols and sentry points). Those working in <sup>Bureau</sup> Pyrgos Harbor, i.e., laborers, clerks, longshoremen etc., are equipped with special identity passes. They enter freely upon presentation of their pass to the sentries stationed at the gate.

Off Limit - patrolled coastal zone at the barracks by the seashore park "MORSKATA GRANDINA". - The coast, where the barracks are located by the seashore park MORSKA GRANDINA in the eastern sector of the city, is off limit and patrolled to an extent of one kilometer (approximate).

The area is enclosed on both sides by a series of three rows of barbed wire fences 100-200 meters long and 1.50 - 2.00 meters high, each fence being spaced one meter from the other. The first fence is on level with the coastline while the other two dip into the sea to a depth of one to two meters to stop intruders. All three fences are at right angles to the sea. Two signs at the first fence warn that passage is strictly forbidden. The barracks sentry shoots without notice.

b. Off Limit - patrolled coastal zone between the <sup>Bureau</sup> [redacted] Border and South of <sup>Bureau</sup> Pyrgos - The shore, precisely south of <sup>Bureau</sup> Pyrgos between the bridge (that spans the canal connecting the sea with MANDRA LAKE) and the <sup>Bureau</sup> [redacted] Border is an off limit and patrolled zone.

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Visit of inhabited areas located in the foregoing zone by citizens travelling by land or sea is permissible by traveller's pass issued by the competent agency of the local provincial Police Commands etc. The residents of the aforementioned zone are furnished with I.D. card-  
Personal Passport, specially stamped the same as the residents of restricted border areas of the land. The zone is garrisoned and patrolled by enlisted men of the Army Border Patrol. Sentry posts (ZASTAVA) are located along the foregoing coast. South of the aforementioned bridge there is an Army Border check point by the fork.

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### VIII. Naval Bases - Stations - Commercial Harbors

#### 1. Naval Bases

a. Naval Base at Pyrgos - The Naval Base at <sup>Pyrgos</sup>~~Pyrgos~~, known as "BOENA MORSKA BAZA" is located approximately inside the western part of the harbor at the center adjacent to the sea area by the breakwater. The building installations composed of a group of five or six two-story structures (varying in dimensions and size) and a number of shacks are located at the northside of the base. They are used as barracks, storehouses (of various navy supplies), workshops, offices etc. The north and east flanks are fringed by quays one to two meters high built of concrete blocks and stone. Here is the anchorage point for war vessels (water eight meters deep). The base is equipped with a floating steam crane (60 ton capacity) known as KORABOREMONDINA BAZA, mounted on a steel barge. Furthermore the base is electrically illuminated and serviced by a telephone and water supply network.

In the past, railroad line branched out to the base from the harbor railroad station but has since been scrapped. Block paved road six meters in breadth leads to the base. Minor repairs and maintenance of the war vessels are performed by the nearby ship repairs workshop known as (KORABOREMONDINA RAMBODIANITSA), formerly shipyards, equipped with minor grade (HELING TYPE). Major repairs are undertaken by GEORGI DEMETROV Shipyards in Varna.

An unknown number of technicians (i.e., milling machinists, electricians, blacksmiths, welders, fitters etc.), are employed in workshops at the base, being engaged in maintenance repairs on ships anchored at the base. The base is also serviced by a garage (for motor cars) located outside the harbor. The Naval Base in <sup>Pyrgos</sup>~~Pyrgos~~ is considered on off limit zones, entrance to civilians and ships (other than the war vessels) being strictly forbidden. a wireless  
station is located at the base for it's teletype communications needs with navy ships and miscellaneous navy agencies in the city etc.

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#### b. Naval Base in Sozopolia -

a petty war base  
(military harbor) is located there in addition to being used as a training center for navy draftees. Located inside the western sector of the city harbor it is by the east side of the island that was linked with the

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peninsula approximate five years ago by a breakwater 200 to 300 meters long. This development created the bay (harbor of Sozopol).

The petty war base premises include a quay 30 to 40 meters long built of concrete blocks for the docking of one or two anti-submarine vessels, "MCK" type (EMCHEKA) launches and an auxiliary vessel (STOURMAN TYPE), all physically stationed at the Sozopol War Base. There are no building installations other than those of the training center for Navy Draftees lying 40 to 50 meters to the northwest in the island. The latter are composed of a major two-story building and a few shacks. Five or six iron stumps imbedded in the paving facilitate the mooring of vessels.

Docking at the foregoing quay offers no difficulty. (Water is 4-5 meters deep.) the island - where the Training Center lies - is linked with the city by road (4-5 meters wide), constructed on the breakwater. The Sozopol base, a sub-unit is under the command of the Naval Base at Pyrgos. Entrance to the Training Center - guarded by sailors - is strictly forbidden. Some more Naval installations (probably barracks) are located on a knoll two kilometers to the south or southwest of the city. The latter installations composed of a few one-story buildings and shacks are fenced by barbed wire 1.50 meters high. 10-15 sailors (approximately) and 2-3 officers (approximately). Moreover a Navy Garrison (MOMENTANSVO) is located in the foregoing premises.

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c. Naval Base in <sup>M. CHURIN</sup> Mitsourin (Tsarevo) / 42 10' 30" - 27 51' /

a Naval Base is located at <sup>M. CHURIN</sup> Mitsourin (formerly Tsarevo) exceeding the bases of Pyrgos and Arna.

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it is concluded that a training center for navy draftees operates there.

## 2. Commercial Harbors

a. <sup>Pyrgos</sup> Pyrgos Harbor - The <sup>BORNA</sup> Pyrgos Harbor lying at the south end of the city covers an area 1,200 meters x 600 meters (approximate depth 8 to 12 meters). The Harbor Administration Agency known as "FORVD OF PRISTANISNO UBRAVLENIE" is quartered partly (half) on the first and second floors of a major three story yellow building, being jointly occupied with the Customs House. The third floor of the foregoing building is used as living quarters by the personnel of the Customs House located by the Harbor. Harbor Commandant is Lt. Captain (OA) (PA) BONTSEV. All harbor agencies, workshops, warehouses etc., come under the command of the foregoing Administration. Local weather conditions are good. Consequently they do not effect the harbor activities, the harbor being used the year around. Ships enter the harbor guided by Bulgarian pilots. Quays, breakwaters, etc., are built of concrete blocks and stones.

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In all, there are four mobile cranes (on tracks), two of which are new of Czechoslovakian make, diesel motivated, of 15-ton hoisting capacity, delivered in 1950-51. The other two are old, electrically operated of six-ton capacity. Furthermore, the harbor is equipped with floating crane (steam operated) of 60-ton capacity. As planned, two more mobile cranes (on tracks) are to be installed, the ground work of which has already been prepared. The quays are free of obstacles that could hamper loading - unloading operations, the quays being well illuminated. As many as six freighters can dock at the moorage site, the spaces being numbered equivalently. Fifteen thousand ton vessels have docked here; however, longer ships and more than six can be accommodated. Docking is convenient and there are no difficulties in the discharge of cargo at low tide. A large iron buoy is in the harbor and a similar outside, adjacent to the ship repairs workshop and the Naval base. The former is not in use whereas the other is utilized as a mooring spar, by ships under repairs. The city's new central railroad station covering an extensive area is located by the harbor, the latter being serviced by a complete network of railroad tracks. Cubic stone paved roads (5-6 meters wide) used by pedestrians and vehicles link the harbor with the city.  following are floating facilities of harbor:

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Five - Six iron barges of approximate design, of 10-12 m. length.

Approximately 20 wooden lighters (caiques) of various size of 40 to 150 ton capacity. Diesel motivated, they are used for the transportation of merchandise, etc.

Ten - Fifteen local fishing boats, identical in design called (RK) "RIMBALOVNI KORAMBI", diesel motivated of 50-60 ton capacity.

Five - Six petty, one diesel engine, wooden tug boats, 5-6 m. long called "EKRENETA" and used for towing barges.

One major wooden 60 ton tug boat, diesel motivated, called "GRIKOS JOTSEV". It pilot ships into the harbor, etc.

A vessel, previously a tug boat, is currently used by divers after it was equipped with the necessary apparatus.

A steam dredger, considerably large, called "TRAKIA" used for the harbor requirements.

A minor vessel, 5-6 m. long in the service of the Customs House for the inspection of foreign ships.

Five-Six identical coastal iron ships, diesel motivated, approximately 20 m. long servicing coastal communications.

Located by the harbor are several major brick, tile roofed warehouses (for merchandise).

Roads and railroad tracks lead to the premises of the foregoing warehouses. Fuel storage installations including a considerable number of fuel-filled barrels and coal storehouse are located in the harbor for its needs. The harbor is also facilitated by a network of water pipes. Alongside the quay are hydrants for the water supply of vessels. For the air raid protection of the harbor and building installations, there existed, until 1953, five anti-aircraft guns of medium caliber to the northeast of the harbor which have since been shifted elsewhere. Located at the northwest flank of the harbor by the Naval Base is a workshop for ship repairs called "DORA BOREMONDNA BAZA" formerly used as shipyards for minor vessels. Equipped with minor grate (HELING TYPE), the foregoing workshop services the floating facilities of the harbor as well as those of the Naval Base. Moreover, it builds small row boats. It was designed to be expanded to a major shipyard but the plans did not go through. The Harbor of Pyrgos has no floating dock.

By the harbor is a fuel pipe line leading to the state fuel storage installations "STANDARD" located at the northwest end of the city adjacent to BAIKIOI LAKE. A considerable number of harbor workers (longshoremen) for general cargoes, wheat, colliers, etc., are employed. Organized in groups (BRIGANDI) they work in shifts having access to the harbor by special pass (BXONDNA KARTA).

Figures (monthly or seasonal) re the shipping traffic of Pyrgos are not available. However, [redacted] an average of 10-20 freight vessels of 3-4 up to 8-10 thousand ton capacity arrive monthly at Pyrgos Harbor. Mostly, they are Soviet and Bulgarian vessels [redacted]

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[redacted] Usually, they deliver sundry machinery (farm, etc.), motor cars, fuel, hardware, and a restricted number of other merchandise (food, etc.). As of 1957 the Soviet ships have begun shipping to Pyrgos iron, cotton, and other food items, including clothing, following a trading agreement between the two countries. The harbor is considered an off-limit controlled zone. Therefore, entrance is not permitted without pass, particularly to the area of the Naval Base, moorage site of merchant marine vessels, and warehouses. All are garrisoned (sentries and patrols) by the police (MILITIA) and men of the Army Border Patrol. (Sentries and Patrols.) The harbor was partly expanded at the northwest flank by the sea. A quay (built of concrete and stone blocks) was constructed between fall 1956 and fall 1957. A dredger "EGEL" arrived from Varna to assist in the project.

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[redacted] in 1954 the Czechoslovakian Government asked Bulgaria a twenty-year concession of <sup>Pyrgos</sup> Pyrgos Harbor for docking facilitation of its ships. In exchange, the Czechoslovakian Government would expand the harbor installations along the entire perimeter of Pyrgos Bay, but this offer was rejected by the Bulgarian Government. Furthermore, [redacted] the Bulgarian Government had planned in either 1954 or 1955 to convert the City of Pyrgos to a summer resort whereby the shipping traffic would have been curbed, Varna becoming the trade post and Naval Base. In February 1956, the foregoing plan, however, was cancelled as a result of which Pyrgos City and its harbor were left untouched; Pyrgos would continue as a harbor and Naval Base in contrast to Varna as a summer resort. A large fund was allocated for the foregoing purpose by the Bulgarian Parliament following proposal submitted by the Bulgarian Government for the establishment of summer resorts in

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the areas of: Varna, Efxinovgrad, Zlatnite, Pesatsi, etc. Tourist hotels, mansions, entertainment centers, parts, etc., are to be constructed. [redacted] the project is beginning to materialize.

b. ~~Sozopolis~~ Harbor - The following [redacted] pertain to Sozopolis [redacted]

[redacted] A minor harbor, it covers a small area expanding in depth approximately 4-5 kilometers. The harbor was formed by linking the city peninsula with the island lying to the west of the city with a breakwater constructed of concrete blocks and stone approximately five years ago.

The harbor is trafficked by coastal passenger boats, freighters, barges, fishing vessels and other petty craft. It includes also a minor Naval Base. Big ships cannot anchor there; building installations do not exist, weather conditions are favorable. Therefore the harbor is open the year around.

The quays, available in the harbor are not extensively built of concrete blocks and stone. Iron stumps imbedded in the paving facilitate the mooring of commercial and war vessels; the docking of vessels offering no difficulty.

The moorage site where freight and passenger ships dock is at the east flank of the harbor opposite the Naval Base. Being approximately 30 to 40 m. long the quay can accommodate four or five minor vessels.

## IX. Shipyards - Workshops

### 1. Shipyards - Workshops for Ship Repairs in ~~Pyrgos~~ <sup>BUREW</sup>

~~Pyrgos~~ <sup>BUREW</sup> Shipyards - Workshops for Ship Repairs in ~~Pyrgos~~ - Operating in ~~Pyrgos~~ is a workshop for ship repairs called "KORAMBOREMONDNA BAZA", i.e., base for repairs of ships, located precisely to the north of the Naval Base at the northwest flank of the harbor. Covering an area 300 x 200 m. (approximately), are building installations composed of a group of approximately ten one story brick structures varying in sizes and design. The various sections (workshops) equipped with miscellaneous machines are quartered in the foregoing buildings. Until 1950 (APPROX.) wooden craft (up to 500 ton capacity) were built at the shipyards workshop. But has since (1950) restricted its operations, performing repairs and servicing sundry vessels and building row boats alone. Is equipped with small grate (HELING TYPE) for the drydocking of vessels up to 1,000 ton capacity. Also, larger vessels are moored there for repairs.

The grate lying at the western flank of the shipyard's premises is outside of the harbor. In 1956, the workshop was equipped with mobile (on tracks) electric crane (turret type) called "KULUKRAN".

One (OA) (PA) PANEV answering to the Harbor Administration is the superintendent of the foregoing shipyards. Entrance to the latter is strictly forbidden, being guarded by the MILITIA. Its expansion was planned in 1955 but did not go through.

b. Shipyards of Varna - Tanker type, special passenger barges are constructed at the "GEORGI DEMITROV" Shipyards in Varna for the Soviet Union. Earmarked for exploratory-scientific missions, the interior of the barges including the furniture are specially designed.

Floating cranes of 100 ton capacity designed by Rumanian engineers is under construction at the foregoing shipyards. Should its construction prove successful, more will be produced for exportation.

Owing to bulky backlog of Soviet orders for construction and repairs undertaken by the Varna Shipyards, the sundry ocean going Bulgarian vessels are repaired and serviced by shipyards in Turkey and Alexandria, Egypt.

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## 2. Garages

a. Repair Shop and Garage at the Naval Base in <sup>Burgas</sup> ~~Pyrgos~~ -

repair shops and garages of the Naval Base operate at the northwest end of the city by the railroad tracks and the sea. Consisting of a group of four or five one story buildings, they are built in a row as to form the Greek capital letter gamma ( $\Gamma$ ). Five or six shocks built in two parallel rows, form the Greek capital letter pi ( $\Pi$ ). The premises covering an area 200x80 m. is fenced by barb wire 1.50 m. high (approx.). All vehicles are kept and repaired there. The foregoing garage comes under the command of the Naval Base of Pyrgos and is staffed by sailor mechanics and technicians billeted there the same as the vehicle drivers. Entrance is strictly forbidden, the premises being guarded by the sailors.

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## X. Navy Storehouses

### 1. Magazines

a. Naval Magazines Between Sozopol~~is~~ and Sfeti Nikola/~~B42~~ 27' - 27 39'/1 - Navy magazines are located on a knoll by the sea between Sozopol~~is~~ and Sfeti Nikola, the latter being nearer to the magazines.

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b. Navy Magazines in Rosen Area/~~B42~~ 23' - A 27 34' 30"/. - Magazines belonging to the Naval Bases of <sup>Burgas</sup> ~~Pyrgos~~ are located in isolated woods by the sea in Rosen Village area. Enclosed by a triple barb wire fence, it is closely guarded by sailors. approach to it being strictly forbidden.

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## 2. Other Naval Installations

a. Naval Hospital in <sup>Bikar</sup>Pyages - Located at the corner of Andim Purvi Street at the south end of Pyages is a Navy Hospital quartered in a two story yellow building approx. 40 x 20 m. It is not complete. It has approx. 40-50 beds [redacted] and is staffed by doctors-specialists serving as Navy officers. Officers and sailors of Navy units in <sup>Bikar</sup>Pyages and adjacent area are treated there. It comes under the Naval Command of <sup>Bikar</sup>Pyages. Guarded by sailor during night hours, entrance to the hospital is permitted only during specified visiting hours.

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**XI. Merchant Marine**

1. Outlay of Merchant Marine. - The Bulgarian Merchant Marine comes under the Ministry of Transports, and is administered independently by UBRAVLENIE NA BALGARSKI MORSKI FLOT, i.e., Administration of Bulgarian Sea Fleet (initialled B.M.) whose Hqs. are in Varna. Sub-administrations - agencies (AGENTSIA) function in the various coastal cities of the land. The Sub-administration Agency in <sup>Pyrgos</sup> ~~Pyrgos~~ is quartered on the first floor of a four story building (where the garrison of the Naval Base) located in the south end of the city by the harbor. At the entrance is a glass pane sign that reads as follows: UBRAVLENIE NA BALGARSKI MORSKI FLOT - AGENTSIA BURHAZ. e.i., Administration of the Bulgarian Sea Fleet - Pyrgos Agency. [redacted]

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2. Merchant Vessels - The following are Bulgarian Merchant Marine vessels [redacted]

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a. Ocean Going Commercial Vessels.

(1) Diesel Ship "BALGAN" - Old, [redacted] purchased in 1956. A ten thousand ton diesel ship chartered for over-seas trips.

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(2) S/S Bulgaria - 8000 ton vessel. Was purchased following the change of the regime, is chartered by Bulgaria and other countries for overseas transportation of sundry merchandise.

(3) D/Z "RODINA" - Ocean going vessel chartered by Bulgaria and other countries for transportation of sundry merchandise.

(4) D/Z CHIPKA - Old, 7000 ton [redacted] diesel ship purchased prior to 1944 and sunk near Varna during World War II. In 1954, on being salvaged, was towed to the shipyards [redacted] for repairs. Renovated by late 1955 it was again put afloat and has since been chartered in overseas transportations of sundry merchandise.

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(5) D/Z "NIKOLA VAPTSAROV" - Six thousand ton diesel, ocean going vessel chartered by Bulgaria and other countries in the transportation of sundry merchandise.

(6) D/Z "CHRISTO SMIRNESKI" - Sister ship to D/Z "VAPTSAROV". Purchased in 1944, is chartered in overseas transportation of sundry merchandise by Bulgaria and other countries.

(7) D/Z "DIMITRI KONDOV" - Diesel ship purchased in 1944. Thrice distinguished in overseas transportation, was awarded the title "NATIONALE PARVENETS NA MINISTERSBOTO NA TRANSPORTA" and competitive pennant for fulfilling transportation norm.

(8) D/Z "BLAGOY KASSABOV" - Diesel ship built in 1950 at Varna shipyards. Is chartered by Bulgaria and other countries in overseas transportation of sundry merchandise.

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(9) D/Z "RILA" - Diesel ship of unknown origin purchased in 1944 and chartered in overseas transportation of sundry merchandise. The above listed craft are registered in Varna and sail under the Bulgarian flag.

b. Coastal Freighters.

(1) "SEPTEMBRI" - Diesel engine, 600-800 ton wooden craft built at the shipyards in <sup>Burgas</sup> ~~Plovdiv~~ in 1947-48. Chartered in coastal runs between <sup>Burgas</sup> ~~Plovdiv~~ and Ka-Varna it transports sundry merchandise. Is equipped with two saving row boats.

(2) "TRAKIA" - Old, Bulgarian built, diesel engine, 400-500 ton wooden craft. Is chartered in communications along the entire Bulgarian Black Sea Coast.

(3) "KOZLODYI" - Diesel engine, 150 ton wooden craft built at the Varna shipyards prior to 1944. Manned by crew of five or six, is chartered in the transportation of sundry merchandise along the entire Bulgarian Black Sea Coast.

(4) "TSAREVON" - Diesel engine, 100 ton wooden craft, built prior to 1944 at <sup>Burgas</sup> ~~Plovdiv~~ shipyards. Manned by a crew of five or six, is chartered in the transportation of sundry merchandise along the entire Bulgarian Black Sea Coast.

(5) "CHEINOVO" - Diesel engine, 80 ton wooden craft built in Bulgaria prior to 1944. Manned by a crew of five or six, is chartered in the transportation of sundry merchandise along the entire Bulgarian Black Sea Coast.

(6) "SOZOPOL" - Built prior to 1944 at <sup>Burgas</sup> ~~Plovdiv~~ shipyards. Diesel engine, 60-ton wooden craft manned by a crew of four or five, is chartered in the transportation of sundry merchandise along the entire Bulgarian Black Sea Coast.

(7) "KRALI MARKO" - <sup>Burgas</sup> ~~Plovdiv~~ built prior to 1944. Diesel engine, 40-ton wooden craft manned by a crew of three or four, is chartered in the transportation of sundry merchandise along the entire Bulgarian Black Sea Coast.

(8) "MARKO POLO" - <sup>Burgas</sup> ~~Plovdiv~~ built prior to 1944. Diesel engine, 40 ton (approximately) wooden craft manned by a crew of three or four is chartered in the transportation of sundry merchandise along the entire Bulgarian Black Sea Coast.

(9) "SFETI GEORCHI" - <sup>Burgas</sup> ~~Plovdiv~~ built prior to 1944. Diesel engine, approximately 40 ton wooden craft manned by a crew of three or four, is chartered in the transportation of sundry merchandise along the entire Bulgarian Black Sea Coast. Sunk in the post adjacent to <sup>Burgas</sup> ~~Plovdiv~~ Harbor, the vessel was salvaged and put afloat in February 1957.

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(10) "ACHTOPOL" - <sup>BURGAS</sup>Pyrgos built prior to 1944. Diesel engine, 60 ton wooden craft manned by a crew of four or five is chartered in the transportation of sundry merchandise along the entire Bulgarian Black Sea Coast.

(11) "SINOMORETS" - <sup>BURGAS</sup>Pyrgos built prior to 1944. Diesel engine, approximately 150 ton wooden craft, is manned by crew of seven or eight, is chartered in transportation of sundry merchandise along the entire Bulgarian Black Sea Coast.

(12) "KITEN" - <sup>BURGAS</sup>Pyrgos built prior to 1944. Diesel engine, 80 ton craft manned by a crew of five or six is chartered in the transportation of sundry merchandise along the entire Bulgarian Black Sea Coast. All the foregoing vessels are registered in Pyrgos.

c. Coastal Passenger Ships.

(1) "EMONA" - New, foreign-built, diesel engine, 400-500 ton three deck iron vessel purchased in 1950-51. It shuttles between Pyrgos and Varna.

(2) "KALIAKRA" - A sister ship to "EMONA" operating in the same shuttle line. Both are registered in Varna.

(3) "BALTSIK" - Old, foreign built, diesel engine, 80-100 ton one deck iron vessel purchased prior to 1944. Passenger capacity: 80-120 (with luggage) making the following shuttle runs: Pyrgos - Pomorie; Pyrgos - Sinomorets/Burgas-A2759.

(4) "ZESKA KARAMFILOVA" (formerly "KAVARVA") - Sister ship to "BALTSIK" running the same itinerary.

(5) "SOZOPOL" - Sister ship to "BALTSIK", follows the same itinerary.

(6) "ACHTOPOL" - Sister ship to "BALTSIK" Follows the same itinerary.

(7) "MITSURIN" - Sister ship to "BALTSIK" in the same itinerary. The foregoing five sister ships are registered in Varna.

d. Tug Boats.

(1) "GRIGOR TSOTSOV" - Bulgarian built prior to 1944, probably in Varna. Diesel, wooden tug boat approximately 12-15 meters long. Engaged in towage assignments and as a pilot boat in Pyrgos Harbor.

(2) "VASILI LEFSKI" - Old, of unknown origin, steam motivated iron tug boat. Until 1948 it was used in towage work in <sup>BURGAS</sup>Pyrgos Harbor. Subsequently, it was transferred to Varna where it

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[redacted]  
continues to be to date.

### 3. Fishing Craft.

a. Ten Fishing Craft (K.K.) <sup>BURGA</sup> The foregoing fishing craft are of Bulgarian origin built at <sup>BURGA</sup> Pyrges shipyards. Wooden, identical in design, equipped with diesel engine, they are known as "REKETIA". Manned by crew of five or six. They answer to the Local Commercial Cooperative (R.K.S.), i.e., RAINEN KOPORATIVEN SAYIOUZ. Moreover, they are equipped with wireless set (transmitter-receiver).

Remarks: The foregoing listed craft (freighters, passenger, fishing, etc.) are State owned. The majority of the personnel is regular paid by the finance office of the Bulgarian River Navigation Administration (B.M.F.) or by the Sub-Administration Agency. All but the fishermen receive their pay from the foregoing State cooperative. Likewise, all personnel of freighters, passenger ships, etc., craft (barring the fishermen) wear uniform similar to that of navy officers without insignia (epaulettes, stripes, etc.). However, the wearing of uniform is optional. [redacted]

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### XII. Debarkation Points in <sup>BURGA</sup> Pyrges Area.

The shore north of <sup>BURGA</sup> Pyrges Harbor and as far as the bridge plaza at the mole (a distance of 800 to 1000 m) is accessible for debarkation operations. During World War II, the Germans had mined the foregoing shore against potential enemy debarkation. Likewise, the shore south of <sup>BURGA</sup> Pyrges at Ford Bucht Bay is accessible. Here the shore is beachy and landing craft can beach for the bay is free of reefs. [redacted]

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### XIII. D.O.S.O. Yachting Clubs.

1. <sup>BURGA</sup> Pyrges Prefecture D.O.S.O. Yachting Club - Is quartered in the first floor of a two story yellow building at the Red Square (TSERVENIA) PLOSTAD opposite the permanent parade stand. Following are sections (SEKTSI) of D.O.S.O. Club that sponsor nautical sports and train in military specialties.

REGATTA SECTION (VITROHOTSEVA): All sailing row boats are included. The Section is broken down into groups (KOMANDI) according to type of sailing boat. Supervising instructor (SAARIED) is POULOS (PA) DIMITROV.

ROWING SECTION (KREMBANE): All oar propelled row boats qualify. Likewise, broken down in groups, it is supervised by a salaried instructor, former Navy officer, one Ivan (PA) TSERVENOV.

SWIMMING SECTION (BLUVANE): It includes D.O.S.O. members swimming aspirants. Supervising salaried instructor: Basil (PA) AVRATSEV.

NAUTICAL MODELS SECTION (KORA BOMONTE LIZAM): Engaged in nautical modeling work (replica of war, commercial craft, etc.). [redacted]

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MOTOR BOAT DRIVERS SECTION (SCOOTER MOTORIST): All minor motor boats come under this branch.

BOAT MECHANICS SECTION (KORA BOMOTORIST): Here, members are trained in the know-how and operation of mechanical devices in diesel engine-propelled craft. Is staffed by two instructors: Valandin (PA) MANEF and Marin ARAMBATZIEF.

The foregoing mechanical training is considered a military specialty.

WIRELESS OPERATORS SECTION (RANDISTI): Wireless operators are trained here (transmitting - receiving).

SEMAPHORE SECTION (SIGNALISTI): For the training in semaphore signalling.

RIGGERS SECTION (ROULEVI): Rigging (nautical) and piloting is taught.

One Christo (PA) MAZNEV, formerly Navy reserve officer or non-com is the chief instructor of the foregoing listed military specialties.

The club has a membership of more than 300 (male-females) most of whom are either attendants in sundry educational institutions or factory laborers, etc. To cope with its obligations, the Yachting Club is staffed with additional personnel (other than the aforementioned listed salaried personnel).

The Yachting Club in Russe has at its disposal the following floating craft:

Three five-ton wooden sailing boats (BALTISKI type) equipped with two cylinder diesel engine of Russian-Finnish origin, each boat being manned by crew of five. Built in 1948-50 at Pyrgos Shipyards

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A three ton "DRAGON" type wooden sailing boat (w/o engine) built in Pyrgos in 1956. Manned by crew of three

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Pyrgos built, two one-ton "SVEZDEL CLASS" type wooden sailing boats (w/o engine) manned by crew of two

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Pyrgos built, four or five "IOLA" type wooden (of plywood) sailing boats of 50-60 kilograms capacity without engine. Manned by one

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*Pyrgos*  
Pyrgos built, approximately ten "FINKA" type wooden (of plywood) sailing boats of approximately 40 kilogram capacity, w/o engine. Manned by one

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*Pyrgos*  
Pyrgos built, a ten oar wooden row boat "YIALA TYPE" of unknown capacity w/o engine. equipped with two portable masts. Rowed by crew of eleven,

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<sup>Pirgos</sup>  
~~Pirgos~~ built, ten or twelve "YIALA TYPE" six oar wooden row boats w/o engine with portable mast, rowed by crew of seven [redacted]

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<sup>Borcos</sup>  
~~Pirgos~~ built, three four-oar "YIALA TYPE" wooden row boats w/o engine, with portable mast. Rowed by crew of five [redacted]

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The foregoing craft are used in regattas, grouped under the "BERMUCH SYSTEM".

Likewise, the <sup>Borcos</sup>  
~~Pirgos~~ Yachting Club disposes the following craft:

<sup>Borcos</sup>  
~~Pirgos~~ built (prior to 1944) 40-ton two-deck wooden craft with auxiliary two-cylinder "HAINE" type diesel engine [redacted] Is utilized for the nautical and military training of members. Manned by a salaried crew of three, it is named "PATRIOT".

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A dismantled anti-submarine launch used for the nautical and military training of members. Was ceded to the Yachting Club by the Naval Base in Pirgos in late 1956. Being antiquated, it underwent general overhauling at the Varna Shipyards.

Two plain rowboats used by club members to board miscellaneous D.O.S.O. craft, etc.

The Yachting Club has a private moorage site located outside the harbor to the northwest at a distance 200-300 meters. By the moorage site is a workshop equipped with minor HELING TYPE grate mounted on wooden platform to service Yachting Club craft.

Quartered in two one-story buildings, the workshop is staffed by a salaried personnel of six technicians:

- 4 ship carpenters
- 1 mechanic-welder
- 1 milling machinist.

Supervising the ship repairs, workshop and moorage premises is (OA) (PA) MILEV, (salaried), formerly, Navy chief petty officer retired following 1955 cut in armed forces.

General meetings, of one or two hour duration, attended by members are held on Tuesdays at the aforesaid Yachting Club building for the discussion of miscellaneous subjects relevant to the weekly activities of the club.

As of 1956 three-month special military courses (i.e., Oct.-Dec.) are taught to new club members. One-hour lessons (in theory and practice) are offered thrice weekly by the sectional leading instructors (salaried), the attendance of which is optional.

In the past, there was hardly any training in military specialties. Sundry sea sports (i.e., rigging, swimming, etc.), were taught by veteran club members in the summer as currently undertaken by the supervising instructors in the various sections.

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[REDACTED]

At the termination of the foregoing three month special military courses, the attending members were submitted to examinations and specialty diplomas were awarded. Subsequently, the erstwhile trainees continued to exercise in the subjects taught them and as planned they were to go (by groups) on a summer cruise in 1955 to visit the Bulgarian Black Sea Coast. Teaching of the same three month military courses will continue once a year (usually in fall).

The Russe Yachting Club includes a special ship-modeling workshop equipped with the necessary tools and material.

President of the Russe Prefecture Yachting Club known as "OKRZIEN MORSKI CLUB NA D.O.S.O." is Commander BONCHEV, Harbor Commandant.

Commandant of the foregoing Yachting Club is (OA) (PA) GKO SMONTINOV, former junior Navy officer.

## 2. General Information Re: D.O.S.O. Yachting Clubs - [REDACTED]

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[REDACTED] the following information was available.

Yachting Clubs operate in cities lying by the sea and Danube River, also in other cities where local environment and conditions are favorable e.g., Sofia, Filipoupolis, etc.

Prefecture Yachting Clubs function in the larger coastal and Danubian cities, e.g., Pyrgos, Varna, Russe. The Yachting Clubs of other cities functioning as branches come under the authority of the foregoing major Yachting Clubs. In cities where Yachting Clubs operate, sections (SEKTSIS) have been set up in industrial plants for the sponsoring of sea sports (mostly swimming events). The Yachting Clubs come under the jurisdiction and directorship of D.O.S.O. Agency, so do the aviation clubs and sundry recreational associations of radio technicians, wireless operators, drivers, etc.

The mission of Yachting Clubs is to adapt in particular prospective personnel slated for the Navy by offering preliminary naval training specializing them as outlined above. The Yachting Clubs subsidized by the Navy are indirectly subordinate to the latter, the administrative and technical salaried personnel being mostly composed of Navy reserve officers and non-coms.

Though registration with Yachting Clubs is optional, relative discipline is prevalent among the rank. Members pay monthly dues and are furnished with special red colored passes (8 x 5 c.m.).

Operating in Varna is a D.O.S.O. Central Naval School where distinguished members of Yachting Clubs of the land enroll and train to become future D.O.S.O. cadres. [REDACTED]

25X1

## XIV. Navy V.I.P.'s

- Bureau*
- a. Former Naval Base Commandant in Pyrgos: (Lt. Captain) (OA) (PA) Kol TSAKOV. Assumed command of the Naval Base in Pyrgos prior to 1953. Was transferred to Varna in summer 1956. [REDACTED]

25X1

[REDACTED]

25X1

b. <sup>DOH 661</sup> ~~Commandant of Pigeon Harbor:~~ (Commander) (OA) (PA) ~~BONCHEV.~~ Has for long been harbor commandant.

25X1

[REDACTED]

[REDACTED]

25X1